

# The China Mail.

Established February, 1845.

Vol. XL. No. 6446.

號一廿月三年四十八百八千一英

HONGKONG, FRIDAY, MARCH 21, 1884.

日四廿月二年申甲

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill. GEORGE & CO., 10, Abchurch Lane, E. O. BATES HENDY & Co., 37, Wallbrook, E. O. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 30, Rue Lafayette, Paris. NEW YORK.—ANDREW WIMP, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—DEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Singapore. O. HEINZSEN & Co., Manila.

CHINA.—Messrs A. D. MELLO & Co., Canton. CRUIER & Co., Amoy. WILSON, NICHOLS & Co., Fuzhou. HEDGE & Co., Shanghai. LANE, CRAWFORD & Co., KIELY & WALSH, Yokohama, LANT, CRAWFORD & Co.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000.  
INSTALLED CAPITAL, 2,074,744.75  
NEW SHARES, \$7,074,744.75  
RESERVE FUND, \$2,500,000.  
INSTALLED FUND, 1,563,361.66  
CEIVED ON NEW SHARES, \$4,063,361.66

COURT OF DIRECTORS.  
Chairman—A. P. McEWEN, Esq.  
Deputy Chairman—F. D. SASSOON, Esq.  
H. L. DALRYMPLE, Esq.  
Hon. F. B. JOHNSON, Esq.  
W. H. FORBES, Esq.  
M. G. GORR, Esq.  
M. E. SASSOON, Esq.

CHIEF MANAGER.  
THOMAS JACOBSON, Esq.  
MANAGER.  
SHANGHAI.—EDWARD CAMERON, Esq.  
LONDON BANKERS.—LONDON AND COUNTY BANK.

HONGKONG.  
INTEREST ALLOWED.  
ON Current Deposit Accounts, at the rate of 2 per cent. per annum on the daily balance.  
For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.  
Office of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 28, 1884. 372

## Notices of Firms.

### NOTICE.

MR. FRANCISCO MANDE GON-  
SALVES and M. AUGUSTO JOSE  
ROZARIO have this Day been admitted  
PARTNERS in our Firm.  
ROZARIO & Co.  
Hongkong, March 1, 1884. 383

## Intimations.

### HONGKONG HOTEL COMPANY, LIMITED.

MR. HENRY ST. CLAIR GREELEY,  
who, for many years, has been  
associated with the Management of the  
Occidental and The Baldwin Hotels, San  
Francisco, has been appointed MANAGER  
of the above HOTEL, and the Services of  
Mrs. Atkinson, who has occupied the position  
of MATRON in some of the principal  
Hotels in the Eastern States, have also  
been engaged.

By Order of the Board of Directors,  
LOUIS HAUSCHILD,  
Secretary.  
Hongkong, February 29, 1884. 380

### HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-  
Year ending 31st December last, at the  
Rate of TWO POUNDS STERLING per SHARE  
of \$125, and ONE POUND and FIVE SHILLINGS  
STERLING per New SHARE of \$93.75  
paid up in PAYABLE on and after FRIDAY,  
the 29th February current, at the  
Office of the Corporation, where Share-  
holders are requested to apply for Warrants.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, February 28, 1884. 371

ROBT. SIM & Co.'s PATENT ANTI-  
FOULING COMPOSITION  
as supplied to  
Her Majesty's Ships; The P. & O. S. N. Co.;  
The Douglas Steamship Company;  
The Japanese Government.  
Sole Agent, China, Japan, and Manila,  
EDWARD GEORGE.  
Hongkong, January 31, 1884. 188

### NOTICE.

THE Undersigned has been instructed by  
THE "SANTITAS" COMPANY,  
LIMITED, of London, with the exclusive  
SALE of their MANUFACTURES in  
Hongkong, Macao and Canton, and begs  
to inform the Public that the said Company  
will not accept Indents from the above-  
named places unless received from the  
Undersigned.  
E. F. DE SOUZA.  
Hongkong, February 28, 1884. 365

## Intimations.

WANTED—A STEWARD and a COOK  
on Board Ship. Must be Steady  
Men. References required.

Apply to  
TEMPERANCE HALL,  
Hongkong, March 20, 1884. 508

### THE CHINESE INSURANCE COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Thirtieth Ordinary Meeting of the Shareholders in the above Company will be held at the Head Office, Victoria, Hongkong, on SATURDAY, the 29th March, 1884, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1883.

The Transfer BOOKS will be CLOSED from the 22nd to 29th Instant, both days inclusive.

By Order of the Board,  
J. BRADLEE SMITH,  
Secretary.  
Hongkong, March 13, 1884. 461

### WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER.

22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,  
MANILA ROPE, AMERICAN  
OAKUM, LIFE BUOYS,  
CORK JACKETS,  
&c., &c., &c.

Hongkong, May 1, 1882. 256

### FOR CANTON.

THE WELL-KNOWN GERMAN STEAMER  
"CHINA"  
will run between this and Canton as a  
NIGHT-BOAT, leaving Hongkong and  
Canton, respectively, every other day at 5.30  
p.m., beginning on SUNDAY, the 2nd of  
March. Special Conditions are granted to  
large Shippers.

For Particulars, apply to  
THE AGENTS:  
Messrs. ARNHOLD, KARBURG & Co.,  
London;

Messrs. HING LEE & Co.,  
Hongkong;

or to  
CAPTAIN on Board.

Hongkong, February 27, 1884. 360

### HONGKONG & SHANGHAI BANKING CORPORATION.

THE FOURTH and FINAL CALL of  
£10 Sterling per SHARE on the 20,000  
SHARES, NEW ISSUE of this CORPORATION,  
will fall due on the 31st DECEMBER CURRENT,  
in London, Calcutta, Bombay, Shanghai and  
Hongkong.

REGISTERED SHAREHOLDERS entitled to  
NEW SHARES, are requested to Pay, at the  
respective Offices, the above Call or its  
equivalent in the Currency of the above-  
mentioned places.

PROVISIONAL CERTIFICATES are being issued  
in Exchange for the First Call Receipts,  
which are to be surrendered to the Bank.

HOLDERS of PROVISIONAL CERTIFICATES,  
when paying the Call, will please send same  
to this Office to be endorsed.

The Rate of Exchange for Hongkong is  
fixed at 1/4-8/4d. or \$53.93 per Share.  
INTEREST at the Rate of 7 per cent. per annum  
will be charged on Calls unpaid on the  
31st DECEMBER.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, December 13, 1883. 1121

### HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

MR. THOMAS ARNOLD will act as  
SECRETAIRY of the above Company  
until further Notice.  
E. R. BELLIOS,  
Chairman.  
Hongkong, February 25, 1884. 346

### HOTEL DE L'UNIVERS.

WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the  
Public of Hongkong and the Coast  
Ports that he will RE-OPEN  
THE HOTEL DE L'UNIVERS  
on the 1st March.

The whole of the ROOMS have been  
NEWLY FURNISHED throughout, and there  
are ROOMS suitable for either MARRIED  
COUPLES or SINGLE PERSONS.

The TABLE will be supplied with the  
BEST market can provide.  
The WINES and LIQUORS supplied,  
both at the Bar and Table, will be of the  
VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals,  
such as TIFFINS and DINNERS, can  
have ALL REQUISITE information by  
applying to  
GEORGE STAINFIELD,  
Proprietor.  
Hongkong, February 28, 1884. 368

### AT HAIPHONG.

A LOUER UN TERRAIN VOISIN DU  
CONSULAT sur le port avec les droits  
de quai, longueur 200 YARDS, profondeur  
100 YARDS, avec deux maisons de depen-  
dances, citrux, &c.

Prix un terrain sur la rive du canal ser-  
vant de marche, longueur 80 YARDS, pro-  
fondeur 45 YARDS—ou a vendre.  
S'adresser a  
Mr. THEVENIN.  
Hongkong, March 12, 1884. 447

### HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c.

WEST POINT IRON WORKS.

HAVING THIS Day commenced BUSI-  
NESS, are ready to undertake Work  
of the above Descriptions under the Super-  
vision of an EXPERIENCED EUROPEAN.  
Orders executed with the utmost despatch  
and at moderate terms.

24th September, 1883. 611

## For Sale.

### FOR SALE.

#### AMERICAN ORGANS—

With from six to eleven stops, at from \$100 to  
\$160 each, made expressly to withstand the com-  
bined heat and moisture of the Hongkong climate.

#### PIANOS—

By BROADWOOD, COLLARD & COLLARD and CHAPPEL,  
always in Stock for Sale or Hire.

#### PIANOS AND ORGANS AND HARMONIUMS—

Repaired and tuned by a Competent Tuner from  
Messrs. BROADWOOD & SONS, London.

#### NEW MUSIC—

Received monthly from Messrs. CHAPPEL & Co.,  
London.

LANE, CRAWFORD & Co.  
Hongkong, March 13, 1884. 457

## SAYLE & Co.

### EX 'GLENCOE.'

#### LADIES' GIRLS' AND BOYS' WHITE AND COLOURED STRAW HATS.

#### SPECIALITIES IN FANCY STRIPED TENNIS FLANNELS.

VICTORIA EXCHANGE,  
Hongkong, March 13, 1884. 467

## Intimations.

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS  
are requested to send in a STATEMENT  
of Business Contributed during the Half-  
Year ended December 31st, 1883, on or  
before March 31st next, on which date the  
Accounts will be Closed.

By Order of the Board of Directors,  
D. GILLIES,  
Secretary.  
Hongkong, February 26, 1884. 357

### PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

#### QUARANTINE IN EUROPE.

PASSENGERS and SHIPPERS by the  
above Company's Steamers are in-  
formed that QUARANTINE ENFORCEMENTS  
have been reduced at MARSEILLES to 24  
hours, and at VENICE to 2 days, performed  
on board the Steamer at both ports.

Quarantine will probably be removed  
from all ports by the time Steamers now  
leaving CHINA will arrive in the MEDITER-  
RANEAN.

PASSENGERS by the Company's Steamers  
have always the option of continuing the  
journey on to LONDON, on payment of the  
difference of fare.

A. McIVER,  
Superintendent.  
Hongkong, January 22, 1884. 169

### PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

#### NOTICE TO PASSENGERS.

THIS Company now grants passages  
THROUGH TO LONDON via Marseilles,  
including Continental Railway fares, at the  
same rate as for the route by sea to Lon-  
don, viz., \$380.

The fare to Marseilles is now similar to  
that charged to Brindisi or Venice, viz.,  
\$355.

A. McIVER,  
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Hongkong, March 13, 1884. 455

### NEWS FOR HOME.

#### The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-  
printed matter.

THIS Mail Summary is compiled from  
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Subscription, 50 cents per Copy (postage  
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paid \$12.50.)

Orders should be sent to GEO. MURRAY  
DAVE, China Mail Office, 2, Wyndham  
Street, not later than noon of the day the  
English Mail Steamer leaves.

Terms of Advertising, same as in Daily  
China Mail.

HONGKONG, DECEMBER 20, 1883. 1177

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With from six to eleven stops, at from \$100 to  
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## For Sale.

**MacEwen, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(Opposite the Commissariat),  
ARE NOW LANDING  
FROM AMERICA  
**CRACKER**  
COMPANY'S BISCUITS in 5 lb  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY.  
Cracked WHEAT.  
OATMEAL.  
CORNMEAL.

**TOPOCAN BUTTER.**  
Apple BUTTER.  
Eastern and California CHEESE.  
CODFISH, Boneless.  
Prime HAM and BACON.  
Single Brand Condensed MILK.  
Family BEEF in 25 lb cans.  
Beau Ideal SALMON in 5 lb cans.  
Cutting's Dessert FRUITS in 24 lb cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.  
Stuffed PEPPERS.  
Assorted SOUPS.  
Richardson & Robbins' Celebrated Potted  
MEATS.

Lunch HAM.  
Lamb's TONGUES.  
Clam CHOWDER.  
Fresh OREGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUCCOTASH.  
Maple SYRUP.  
Golden SYRUP.  
LOBSTERS.  
OYSTERS.  
HONEY JELLIES.  
Green CORN.

## FAIRBANKS' SCALES.

400 lb. Capacity.  
600 lb. " "  
900 lb. " "  
1,200 lb. " "

CORN BROOMS.  
OFFICE HIGH CHAIRS.  
AXES and HATCHETS.  
AGATE IRON WARE.  
WAFLE IRONS.  
SMOOTHING IRONS.

PAINTS and OILS.  
TALLOW and TAR.  
VARNISHES.

DEVOE'S NONPAREIL  
BRILLIANT  
KEROSENE OIL,  
150° test.

Ex late Arrivals from  
ENGLAND.  
A LARGE ASSORTMENT OF  
STORES,

including:  
CHRISTMAS CAKES.  
PLUM PUDDINGS.  
MINCENUT.  
ALMONDS and RAISINS.

Crystallized FRUITS.  
TEVSON'S DESSERT FRUITS.  
Pudding RAISINS.  
Lancet CURIANTS.

Fine YORK HAMS.  
PICNIC TONGUES.  
PATE DE FOIE GRAS.  
SAVORY PATES.

FRENCH PLUMS.  
DRAUGHT.  
INFANTS' FOOD.  
CORN FLOUR.

SPARTAN  
COOKING STOVES.

HITCHCOCK HOUSE LAMP.  
PERFECTION STUDENT LAMP.

CLARETS.  
CHATEAU MARGAUX.  
CHATEAU LA TOUR, pints and quarts.  
RES. GRAVES.  
BREAKFAST CLARET, " "

SHERRIES and PORT.  
SAUCON'S MANZILLA & AMON-  
TILLAK.  
SAUCON'S OLD INVALID PORT  
(1848).  
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.  
1 and 3-star HENNESSY'S BRANDY.  
Bisquit Dubouché & Co.'s BRANDY.  
FINEST OLD BOURBON WHISKY.  
KIRKLAND'S LL WHISKY.  
ROYAL GLENDE WHISKY.  
BROWN'S OLD TONIC.  
E. & J. BURKE'S IRISH WHISKY.  
ROSE'S LIME JUICE CORDIAL.  
NORRIS PRAT & Co.'s VERMOUTH.  
CHAMPAGNE GINGER BRANDY.  
EASTERN CIDER.  
CHATELAIN'S.  
J. ARASCHINO.  
CURACAO.

ANOSTURA, HORRIS and ORANGE  
BITTERS.  
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and  
SANDERS, pints and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pints and quarts.  
DRAUGHT ALE and PORTER, by the  
Gallon.  
ALE and PORTER, in hogsheads.

SPECIAL SELECTED  
CIGARS.

Fine New Season's CUMSHAW TEA, in  
8 catty boxes.  
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF  
SAVES, CASH and PAPER  
BOXES, at Manufacturer's Prices.  
Hongkong, December 1, 1883. 1043

## Insurances.

NOTICE.  
QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned are prepared to accept  
Risks on First Class Godowns at 1  
per cent. not premium per annum.  
NORTON & Co., Agents.  
Hongkong, May 10, 1881. 938

THE STRAITS FIRE INSURANCE COM-  
PANY, LIMITED.

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to GRANT POLICIES on MARINE  
RISKS to all parts of the World, at current  
rates.  
ARNHOLD, KARBERG & Co.  
Hongkong, November 5, 1883. 855

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above  
Company, are authorized to insure  
against FIRE at Current Rates.  
GILMAN & Co.  
Hongkong, January 1, 1882. 13

LANCASHIRE INSURANCE  
COMPANY.

THE Undersigned, AGENTS of the above  
Company, are authorized to insure  
against FIRE at Current Rates.  
GILMAN & Co.  
Hongkong, January 1, 1882. 13

## (FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.  
Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.  
For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1887. 100

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.  
Fire Department.  
Policies issued for long or short periods at  
current rates.  
Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.  
HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872. 436

FREDERIC ALGAR,  
COLONIAL NEWSPAPER & COMMIS-  
SION AGENT.

11, Cleland's Lane, Lombard Street,  
LONDON.

THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents' Letters; and any  
European Goods on London terms.

NOTICE TO SHIPPERS.  
Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

Mr. Andrew Wind,  
NEWS AGENT, &c.  
133, NASSAU STREET, NEW YORK;  
is authorized to receive Subscriptions,  
Advertisements, &c., for the China Mail,  
Overland China Mail, and China Review.

Not Responsible for Debts.  
Neither the Captain, the Agents, nor  
the Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—  
FROHLICH, German brig, Captain W. N.  
Moller, & Wicher & Co.  
JOSHUA NICHOLSON, Brit. steamer, Capt.  
G. Harrison, & Adamson, Bell & Co.  
NABERN, American barque, Capt. A. B.  
Weeks, & Russell & Co.  
RAPHAEL, American ship, Captain J. W.  
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SHARE LIST.—QUOTATIONS.  
MAR. 21, 1884.

Stocks	No. of Shares	Value	Divi- dend	Reserve	Working Account	Last Dividend Paid	Dividend Paid	Dividend Paid
HK. & S'hai Bank	60,000	125	125	4,038,301	57,645.23	2200	125	—\$231
INSURANCES.								
Nh. China Ins.	5,000	200	200	—	—	—	—	—
Yongtze Ins.	8,000	25	25	—	—	—	—	—
Union Ins. Soc.	2,000	1,250	125	600,000	*57,391.06	18.29	550	—
China Traders'								
Insurance	24,000	63.30	25	600,000	107,411.88	12	874	—
O'ton Ins. Office	10,000	250	50	—	—	—	—	—
Chinese Ins. Co.	1,500	1,000	200	100,978	50,971.18	3	190	—
HK. Fire Ins.	8,000	250	50	885,000	253,231.03	820	3340	—
China Fire Ins.	20,000	100	20	510,978	106,300.45	33.60	594	—
STEAM COMPANIES.								
HK. & W'p'g Steamship	8,000	100	75	215,665	53,601.80	67	519	—
Indo-China S.	120,000	—	—	—	—	—	—	—
Nat. Co.	—	—	—	—	—	—	—	—
China & Manila S.S. Co.	3,500	100	all	—	—	—	—	—
MISCELLANEOUS.								
HK. & W'p'g Duck	10,000	125	125	18,000	4,551.56	4	1771	—
Gas Co.	5,000	100	100	107,758.14	1,144.18	—	834	p. share
H'kong Hotel	2,000	100	100	—	—	—	—	—
China Sugar Co.	9,000	100	100	—	—	—	—	—
H'kong Ice Co.	1,250	100	100	24,250	543.83	910	145	—
H'kong Bakery	600	50	50	—	—	—	—	—
Lazoo Sugar Co.	7,000	100	100	—	—	—	—	—
Perak Tin Min- ing & Smelting Company	3,000	50	all	—	—	—	—	—
Selangore Tin Mining Co. of Shanghai	2,500	100	all	—	—	—	—	—
LOANS.								
Chi. Imp.	1874	6,270	100	all	—	—	—	—
" "	1877	10,040	100	all	—	—	—	—
" "	1878	3,899	100	all	—	—	—	—
" "	1881	8,505	100	all	—	—	—	—
Sugar Devel- opment	—	600	500	all	—	—	—	—

\* For 6 months to 30th June.—Dividend for 1883 and Bonus of 25 per cent.—1 To 30th April  
1883.—2 For year 1882.—3 For half year ended 31st Dec., 1883.—4 For 1883.

## Mails.

**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, MAISELLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.**  
ALSO  
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.  
N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSEAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship CLYDE, Captain E. M. EDWARDS, with Her Majesty's Mail, will be despatched from this office for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 1st April, at 4 p.m.  
Cargo will be received on board until 10 a.m. on the day of sailing.  
Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.  
Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.  
For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.  
The Contents and Value of Packages are required to be declared prior to shipment.  
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.  
N.B.—This Steamer takes Cargo and Passengers for MAISELLES.  
A. McIVER, Superintendent.  
Hongkong, March 20, 1884. 507

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## LUZON SUGAR REFINING COMPANY (LIMITED)

The second ordinary annual meeting of the shareholders in the above company was held in the offices of the General Agents (Messrs Jardine, Matheson & Co.) this forenoon (21st). Those present were—The Hon. W. Kewick (Chairman), the Hon. F. D. Sassoon and Mr. D. Gillies, Consulting Committee; and Messrs. H. Dikio, A. C. Morris, J. Bull-Briggs, K. McK. Ross, W. M. Morgan, A. G. Stokes, L. Flomming, J. C. de Cunha, and W. MacLean.

Mr. MacLean read the notice calling the meeting. The Chairman having read the report, which has already been published, said: "I remain not think the accounts call for any special remark, and the report which I have read explains so fully the position of the Company, that I think hardly any words are necessary on my part to enable you to take a just view of the Company's position. I have pleasure in announcing that the water supply has been sanctioned, the paper showing it having received the Captain General's signature, and the works in connection with the water supply are proceeding at this moment, in fact they have already been commenced three weeks. The financial arrangements are also in progress; and I have every reason to believe that when these works are completed, we shall see the refinery answer all the expectations that were originally formed concerning it. The price at the present time realized monthly is also satisfactory. The working of every description of sugar that Manila produces is found practicable with the alterations in use; and there is no reason to believe that we shall see other than satisfactory results with raw sugar, the low prices which at present prevail. I shall be happy to answer any questions that shareholders may wish to put to the chair concerning any matter whatsoever connected with the Company; but before I sit down I shall move the first resolution, viz. that the report and accounts as printed be adopted and passed."

Mr. Stokes seconded the motion. No questions were asked, or remarks made, and the resolution was carried unanimously.

On the motion of Mr. Morris, seconded by Mr. Morgan, the Hon. F. D. Sassoon and Mr. D. Gillies were unanimously re-elected members of the Consulting Committee.

It was proposed by Mr. Flomming, seconded by Mr. Dikio, and agreed to by the meeting, that Messrs G. R. Johnston and T. Arnold be elected auditors. The Chairman—There is a vacancy on the Consulting Committee. I should be glad if the meeting will nominate a gentleman to fill the vacancy. The Committee having no one under nomination. If the shareholders are not ready to-day they can give the name of any gentleman they may desire to elect to the General Agents when the name will be laid before the committee for their approval and doubtless be sanctioned. Perhaps, that would be the better way, unless the meeting have some one selected. Failing any such nomination the Consulting Committee as at present exists will themselves nominate some one to the position.

No suggestion being made by any one present, the Chairman intimated that that was all the business and the meeting dispersed.

## THE FRENCH MILITARY OPERATIONS IN TONGKIN.

(From our Special Correspondent.)

FALL OF BAC NINH; RETREAT OF THE CHINESE; ADVANCE OF FRENCH TROOPS ON THAI-NGUYEN AND LANGSON.

Bac Ninh, March 15.

The long awaited coup has been struck and Bac Ninh is in the hands of the French. But though the French soldier now occupies the house of the vanquished, and the French flag waves over the battlements of the citadel, no one is satisfied. The victory has been of the hollowest, the success the most empty. The well designed scheme for forcing the Chinese garrison to fight a decisive engagement, by closing their means of retreat, and thus striking a blow which should at once bring the Chinese Government to terms, has utterly failed, and the only result obtained is the removal of the theatre of operations, to the North, nearer the frontier, further from the base. The plan of hemming in the Chinese troops was certainly not an easy one to carry out, but it is probable that it might have been, at all events to a great extent, achieved, had General Negrier been well supported by his naval colleagues in command of the flotilla.

The original design of dividing the Hanoi brigade into two columns appears to have been abandoned and General Briere de L'Isle left Hanoi, accompanied by the Commander-in-chief, on the morning of the 8th inst. The whole of the troops comprising the 1st brigade were landed at a point a little below Hanoi and above Batang, and, after marching about nine miles, bivouacked for the night at a village called Noi-Pot. It was intended that General Briere should have formed a junction with the left of General Negrier's brigade at Chi Marché, a village on the Canal des Rapides about half way between the Red River and the Song-cau, on the 9th, but the roads were found to be too bad and impracticable that General Briere was unable to carry out the programme. The night of the 9th was passed at the village of Ngao, close to the Haidong road, the 10th at Bou-quo, and it was not until the morning of the 11th that the column arrived at the banks of the canal, and then, not at Chi Marché but at Xua, a few miles above the appointed place of meeting. The march, thus far, had been almost entirely unopposed by the enemy.

General Negrier, in the meanwhile, had arrived at the advanced post of the Seven Pagoda the same day. On the 8th he pushed forward, the left wing of his column following the course of the Canal des Rapides, while the right rested upon the Song-cau. Two of the light draft gunboats, the Trombe and the Ecclaircie ascended the canal with the left wing, but afterwards rejoined the flotilla on the Song-cau. The latter had

succeeded in forcing the first barrier on the river near Yon-ding, and it was here that the first skirmish with the enemy took place. Earthworks were erected close by the river with a few guns covering the approach, while the tops of some neighbouring hills were also entrenched and stockaded. The position was actually one of considerable defensive strength, but a very poor stand was made by the Chinese troops occupying the post. A few shells from the gunboats soon settled the lower fortifications, while the garrisons of the hill forts evacuated their post and escaped in the direction of Bac Ninh on the marine fustiers advancing to storm the heights.

Owing to General Briere not arriving as expected, two days' delay in advancing then occurred. When, however, that General had crossed the Canal, on the 11th, General Negrier at once pushed forward towards Bac Ninh. The flotilla, which consisted of the Pluvier, Lynx, Leopard, Asie, Reliance, Trombe, and Cardache, and several launches and junks with provisions, left Yon-ding early on the 12th but were forced to stop a little higher up the river, at Langhien, by another barrier of stone and sunken junks. The Commodore of the flotilla, Captain Morel Beaulieu, was provided with torpedoes and other appliances, besides having plenty of coolies to employ in the removal of the barrier, but as far as I could see no serious effort was made to force or remove the obstruction until the next day, when it became known that General Negrier had pushed forward and occupied Bac Ninh on the evening of the 12th. The whole plan of cutting off the retreat of the Chinese rested upon the rapid advance of the gunboats to Lai-cau, the nearest point on the river to Bac Ninh, where a bamboo bridge across the stream connects with the Thai-nyuen and Langson roads. The commandant of the flotilla failed to force this barrier and thus when General Negrier arrived at Bac Ninh, after a little skirmishing with the enemy, who were posted on the fortified hills close to the town, he found the citadel evacuated by the garrison, the Chinese having crossed the bridge and retreated along the roads towards the northern frontier. A little opposition was met with at some of the outer fortified posts which surround Bac Ninh and it was here that the French forces sustained the only losses of any consequence which were suffered during the operations, these amounting in all to five killed, of whom two were officers, and about sixty wounded, most of them very slightly. While occupying the town and citadel, on the evening of the 12th, General Negrier sent forward a strong detachment of marine fustiers and draughts to Lai-cau, but they were too late to cut off the retreat of the evacuating force, as the last straggling bands of the Chinese army were seen crossing the bridge over the Song-cau as the French troops advanced. The greater part of them had however left the citadel twenty-four hours before the arrival of General Negrier's force.

At about 11 a.m. on the 13th the advance guard of the 1st brigade, accompanied by Generals Millet and Briere de L'Isle entered Bac Ninh, and the troops comprising this division continued to pour into the town and citadel during the afternoon. The town of Bac Ninh consists for the most part of one or two long streets, all the houses of which, as well as the buildings in the citadel, were entirely deserted, quarters were therefore easily found, even for the large force which accompanied the three generals. I had hoped to have entered Bac Ninh with General Negrier's staff, but the detention of the gunboats at the second barrier rendered this impossible, as the French correspondents and myself were forced to get to the front by means of a native boat, accompanying the gunboats. On the 13th early, a portion of the barrier was broken down, and together with the small gunboat Carabine and the ambulance launch Kiang-nam we succeeded, after considerable difficulty in getting up to Lai-cau, whence we immediately marched on to Bac Ninh.

Lai-cau, the landing place for Bac Ninh, on the Song-cau, is only a small military station, and it was here that a number of the Chinese regulars were probably quartered. The road from here to Bac Ninh is a fairly good one, and winds between three hills of some hundred feet in height which were well fortified and would have given considerable difficulty in storming had the Chinese stood their ground at all. The town is of very much the same character as the village of Lai-cau, not an Annamite town at all, but simply a collection of soldiers' quarters. Outside, to the south-east, a semicircle of small detached forts have been erected, evidently recently, and here again a stand might have been made by the Chinese, had any real defence been attempted. When we entered the town the streets were crowded with soldiers. General Briere's brigade was then on its way in, and extended in a long line far out into the plain, the balloon, which had been used during the march, for taking observations, floating in the air a couple of hundred feet above the heads of the rear guard.

Near the entrance to the citadel we found the quarters of the Quang, or chief military mandarin, and, both here and in some of the neighbouring houses, we saw quantities of ammunition, snider cartridges and explosive shells. Numbers of Chinese uniforms, light blue and dark blue with red letters and facings, were lying about in all directions. Very little damage had been sustained by the buildings, as the town and

citadel had been occupied with little or no opposition. A few dead bodies of Chinese who had remained behind too long were to be seen both outside and inside the walls. These appeared to be, for the most part, either boys or old opium smokers. In all probability about forty or fifty Chinese were killed at the taking of the place. The three Generals took up their quarters in the citadel in the large building which goes by the name of the King's Pagoda.

With the exception of a few Annamite coolies and old women, no inhabitants were to be seen, though I was informed on good authority that there had been a few days before, not less than 25 thousand men in and around the place. Of these some ten or twelve thousand were Chinese regular troops, while the remainder were made up of Tonquinese and Chinese irregulars. I believe, however, that no Black Flags at all were among the garrison.

On the following day I saw three batteries of Krupp guns which were captured in the citadel. They were mounted for field service and were of about 2½ inches calibre. They were quite new and in good condition and looked as if a shot had never been fired from them.

On the 14th preparations were made for a forward move on the part of the troops, and at an early hour on the morning of the 15th General Negrier started from the other side of the river with a force of about three thousand men on the road to Langson, while General Briere de L'Isle with another column of about the same strength set out on a march to Thai-nyuen. I was informed by General Millet, who remained in charge of Bac Ninh, that it was intended to occupy Thai-nyuen at once, but that General Negrier would not probably, for the present at least, go on to Langson, which is some eighty miles from Bac Ninh, but was to make a reconnaissance in force to see if the retreating Chinese army would make a stand on the road to the frontier. The General expected that no opposition would be encountered this side the frontier.

General Negrier, who occupied Bac Ninh alone on the evening of the 12th, and who has throughout the operations done his share of the work well and promptly, was naturally much chagrined at the failure of the river flotilla to get up to Lai-cau in time, as the plan for cutting the Langson and Thai-nyuen roads and forcing the Chinese troops to fight was thus entirely frustrated. Judging from the appearance of the barrier and the means at the disposal of Commandant Morel Beaulieu I believe that if a vigorous attempt had been made on the first arrival of the gunboats the position might have been forced and some, if not all, of the vessels, pushed on to Lai-cau in time to turn the retreating army. But pluck and energy were scarcely to be expected from the officer commanding the flotilla, who has on more than one occasion since last June, distinguished himself by an utter want of the qualities most necessary in a naval or military commander.

The question as to what will be done next, now that Bac Ninh is in the hands of the French, is one not easily answered. That Bac Ninh was garrisoned by a regular Chinese army, armed, equipped and paid by the Chinese Government, is now a matter proved without doubt, though it would appear probable that orders had been issued to the mandarin, commanding to evacuate the post. A march across the frontier into the valley of the West River is spoken of as possible, but this would certainly require a large additional force. If China cannot be brought to terms it will be necessary to establish a line of military posts from Langson to Luokai and a harassing border warfare would probably be waged for a year or two to come. It is intended to send an expedition up the Red River to the latter Black Flag post as soon as the rains will have rendered the upper waters navigable, which will probably be about July, and in the meantime, after Thai-nyuen and some strong position on the Langson road have been occupied, the French Government will probably send in a claim for indemnity for the cost of the expedition. Whether China will pay the bill or fight openly will then remain to be seen. Unless she can put better men into the field and better officers to command them than those encountered at Bac Ninh it would be wisest for her to pay up at once, as further and more costly operations would only bring up the total and would have to be paid in the end, either in territory or cash.

## NOTES FROM THE METROPOLIS.

(From our Correspondent.)

London, Feb. 8th.

A tale of terrible severity raged throughout the United Kingdom from Saturday to Monday. It commenced to blow in London on the Saturday afternoon and the evening saw the streets entirely deserted. Some idea of the extreme character of the storm may be gathered from the closing at six o'clock of the Westminster Aquarium, the manager deeming the building unsafe for the admittance of the public. At the theatre the great gusts of wind and rain drowned the actors' voices. A train was blown off the rails, people were impelled by the force of the wind under the wheels of drays and cabs, chimneys were dashed into the streets, cabs were blown over, and there is little doubt that the strength of the storm was far greater than that experienced in any storm of late years. Weatherwise people have brought to their recollection the year 1853, when, in the first three weeks of January it was so mild that butterflies were seen, birds

built their nests and strawberries ripened. Then came a period of storms, followed by the most severe frosts and most tremendous falls of snow that could be remembered. This month of January has followed very closely that of 1853. A long array of accidents, shattered manufactures, and shipwrecks poured in on Monday from all parts of the country, and the record from the sea is yet unfinished.

Two prominent noblemen have lost their lives lately, and that unfortunate, the horse, was indirectly and directly the cause. Earl Grosvenor, her presumptive to the Duke of Westminster, returning from hunting, got a chill and in less than a week died from its effects. The young Earl was but 30 years of age. He leaves a wife and two children, one a boy, to mourn his loss. And that gallant old sportsman the Marquis of Hartford has breathed his last. He was riding a new horse, in the forest glades near Ragley Hall, his country seat, when the animal put its foot into a rabbit warren, or was seized with the staggers, or a fit, and, stumbling, threw his lordship and rolled over him with fatal effect.

Lord Grosvenor's funeral was conducted with the utmost simplicity by the Funeral Reform Association. The coffin was of plain deal, and a quiet, unpretending hearse conveyed it to the church. It is to be hoped the day is not far distant when the sable enshrouded undertaker's men, the nodding plumes, the wands and all the paraphernalia of woe, will be a thing of the past. When once this mortal coil is relinquished the more simple the obsequies the better. I sympathize with the Druid who has been so prominently brought to notice lately, and believe cremation should receive every encouragement. When shall we sensibly look upon our bodies as no further part and parcel of ourselves when our turn has come.

Moody and Saksy are over here, but their mission is exciting far less interest than on the occasion of their last visit. They have not, so far, approached the heart of the capital, holding meetings in the outlying suburbs. A lady who was vastly enthusiastic in their cause told me, however, they are drawing immense audiences and doing much good.

The Oxford crew for the Varsity Boat Race are at present as follows. Rindersley (Exeter) bow; Blandy (Exeter); Anshie (Oriel); Walwood (Exeter); Carter (Corpus); Hornby (Corpus); Taylor (Lincoln); Maclean (New) Curry (Exeter) Stroke. Humphries (Brasenose) Cox. The convenience of the public has at length been considered, and a day fixed when the tide serves, so that the race may be rowed at ten o'clock.

Many people are becoming rather bored with Mary Anderson. Her photographs are everywhere, in every conceivable attitude, pose and posture, the newspapers interested in the celebrity of the girl indulging in columns of adjectives, every body is the thing to go near after her beauty, which is of the most esthetic character, and she herself is not devoid of aims to keep pace with the universal worship. Her advent was propitious. Hospitality was felt for our American visitor, and the evening of the reception given to popular English actors and actresses in the States. Her style of beauty is much the fashion just now and we were in want of a new sensation. Miss Anderson has the good sense to prefer England to America and America to touring, and the newspapers may be gathered from the following: "The eye was gladdened by pictures of unsurpassable beauty, the imagination responded to the wealth of poetic suggestion, and the heart was stirred into a kind of tumultuous sympathy."

Lord Walsley, responding to the toast of the army at the Artists' Corps' dinner, on Friday night, gave reassuring testimony as to the condition of our forces. He drew a picture of how old officers, 33 years of age when he joined the army, entered at the age of 40, and how they arrived at the age of 50, and how they arrived at the age of 60, and how they arrived at the age of 70, and how they arrived at the age of 80, and how they arrived at the age of 90, and how they arrived at the age of 100, and how they arrived at the age of 110, and how they arrived at the age of 120, and how they arrived at the age of 130, and how they arrived at the age of 140, and how they arrived at the age of 150, and how they arrived at the age of 160, and how they arrived at the age of 170, and how they arrived at the age of 180, and how they arrived at the age of 190, and how they arrived at the age of 200, and how they arrived at the age of 210, and how they arrived at the age of 220, and how they arrived at the age of 230, and how they arrived at the age of 240, and how they arrived at the age of 250, and how they arrived at the age of 260, and how they 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